

Fuel for Thought

September 2003

The 939th Air Refueling Wing, Portland, Ore.

Vol. 1, Issue 6

You made it happen

Because we can

Come out of conversion a year early? You bet we will. Why? Because we can. Because you made it happen. Because each and every task associated with the conversion and mission change was tackled head on by all of you. Because we are well on our way to becoming the premier Air Refueling Wing in the Air Force. I can't tell you how impressed I am with the dedication to excellence that is evident every day here at the 939th. I get out; you know. I get around to the work centers and the flight line and I hear what is being said about how things are going around here. I see people smiling and pitching in everywhere from changing an aircraft tire to administering physicals, processing orders and travel vouchers, serving meals, moving cargo or even cleaning the buildings and sidewalks during group clean up days. I see people with good attitudes and high morale. Those qualities are what has allowed us to move quickly into our new mission and I thank you all for your efforts.

Last month I spent the August UTA with the Medical Squadron at Camp Rilea. I had a blast. It was a packed weekend with lots of good training but more importantly it made me realize how vital it is to exercise the wing together in a setting conducive to what I call "Results Oriented Training." The focus of their weekend was Chemical Warfare training and

I saw a tremendous opportunity for all of us to start our preparations as we tackle our next challenge, aching our ORI. We have one scheduled and if you think January of 2007 is a long way off let me put it to you in UTA terms. There are only 78 training days left until the ORI, our first in Air Mobility Command. There are only 38 training days until our ORE in May of 2005. I would like to see us have an

ability to survive and operate (ATSO) oriented weekend next summer at Camp Rilea for the whole wing and have tentatively booked the Camp for 30 July to 1 August 2004. More to follow as the coordination begins. I can guarantee you an excellent training opportunity with the added benefit of being off-station and from what I witnessed first hand in August, a great cookout meal provided by our Services folks on Saturday while we're there. The bonfire on the beach wasn't bad either.

This has been a great summer and I hope that all of you enjoy our annual Family Appreciation Day. Our families and the support they provide has always been the number one reason that the folks in the 939th continue to set the standards that others seek to

achieve. Enjoy the weekend, the picnic and each other. I thank each and every one of you for your many contributions to our continuing success.



Col. Mark Kyle
939th ARW Commander

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Art Feigion retires

Art Feigion, a 30-year member of the 939th family, has retired. His farewell luncheon was hosted on July 31.

A Portland, Oregon native, Feigion graduated from Benson High School in 1964 and joined the Air Force Reserve in 1965. "When I joined up, the 939th was flying the old C-119 Flying Boxcar," he said. "I went north to McChord Air Force Base when the 939th moved up there and started flying 141's, but I came back down to Portland as soon as I could and went to work with the 304th and the HU-16 Albatross."

In 1973 he became an Air Reserve Technician with the 304th Air Rescue and Recovery Squadron which eventually became the 939th.

Feigion and his wife, Susan, raised their four children within the Air Force family and each child has worked on the installation at one-time-or another. "Our eldest, Jacob, was in the 939th as an aircraft electrician and as a computer contractor. He's now a contractor in Doha, Qatar at the airbase." Twin boys Ken and Nathan, were student hires through the 'Stay-in-School' program, working with computers, while going to high school and college. "Our daughter, Jennifer, was a reservist at the Medical Squadron and is now in England attending Plymouth University on an exchange program with Washington State University, earning a degree in chemical engineering.

"I retired from the military side of things in 1997 after 32 years," said Feigion. "Now that I've got my 30 in on the civilian side, it's time for me to get on with other things." He says he is "puttering" around with small aircraft in civil aviation, is involved in property maintenance on his 10-acres and has a computer networking business that keeps him busy most of the rest of the time. "And I'm planning to do some traveling," he said. "There are lots of places I'd like to see."



photo by Roger Edwards

Congratulations

Welcome

SrA Jim Holtsman	MOF
SrA Michael C. Morgan	304
A1C Adam Dewees	LRS
A1C Curtis Karlsen	MSS
A1C James T. Lebreton	MDS
A1C Amy Schmid	SVS
SSgt Michael J. Burke	ARW
SSgt Susan B. Ingram	LRS
TSgt Zachary P. Casey	MSS
TSgt David L. Nelson	AMXS

New ART Appointments

Gregory M. Gaunt	AMXS
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Rhodora C. Maher	MSG
Christopher J. Soden	MOF
Amy L. Schuler	ARW

Promotions

Edward (Brad) Freeman	MSS
Stephen R. Lee	MSS

Awards

Phillip Hiles	MOF
John R. Karraker	MXS

Fuel for Thought

This funded Air Force newspaper is an authorized publication for the men and women of the 939th Air Refueling Wing, Portland, Ore. Contents of Fuel for Thought are not necessarily official views of, or endorsed by, the U.S. government, the Department of Defense, or the Department of the Air Force. The content is edited, prepared and provided by the public affairs office of the 939th Air Refueling Wing (AFRC), Portland IAP, Portland, Ore. Photos are Air Force photos unless otherwise noted. Submissions are appreciated. The mail address is: 939 ARW/PA, (Attn: Fuel for Thought), 6801 NE Cornfoot Road, Portland IAP, Portland, OR., 97218-2797.

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939 ARW Commander

Col. Mark A. Kyle

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Maj. Karen Magnus

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Spotlight

Col. Randall L. Schultz-Rathbun

One former rescue wing helicopter jockey is still using a rotary wing aircraft to get around skies over Portland, and is using his Air Force trained flying skills to assist people in life threatening situations.

Col Randall L. Schultz-Rathbun, former 304th Rescue Squadron commander and current 939th Air Refueling Wing inspector general, is flying for Portland's "Life Flight" air ambulance service.

"I got lucky," said Schultz-Rathbun. "Life Flight had decided to expand operations and acquired another helicopter around the time of the wing conversion. I tried for the job of pilot and got it." The colonel now carries out

his civilian flying duties in a Bell 206L "Long Ranger" helicopter equipped as an air ambulance.

An Air Force veteran with 24-years active and reserve duty, Schultz-Rathbun moved here with his family from northern California in 1987. "I was drawn to Portland by the rescue squadron," he said.

"It's been a great career," he said. "I've had the opportunity to work with quality people – true professionals – who have a job to do and who enjoy doing it.

"Being inspector general is good," he continued. "It's not flying but it is a job that gives me a chance to meet and help people and to solve problems. And I'm happy that I'm still able to serve in Air Force blue."

Schultz-Rathbun with his air ambulance

A 1975 graduate of Issaquah High School in Issaquah, Wash.

Earned a B.S. Mechanical Engineering, U. of Washington, 1979.

Attended College on an ROTC scholarship, commissioned upon graduation.

H-53 helicopter flight school, Ft. Rucker, Ala., 1981.

He is married to Carolyn; they have five children



photo by Maj Karen Magnus



Air Force photo

The Air Force "Band of the Golden West" will tour Portland 15 – 20 Sep 2003.

The band will perform at many venues throughout the area. Full concerts are scheduled for:

Wednesday, 17 Sep -- 7 to 9 p.m.
McMinnville Community Center

Thursday, 18 Sep – 7 to 9 p.m.
Prairie High School
(celebrating Air Force Birthday)

Friday, 19 Sep – 7 to 9 p.m.
Estacada Timber Bowl
(Support the Troops)

Saturday, 20 Sep – noon to 3 p.m.
Oaks Park Amusement Park
(Celebrate America)

Portland Services reaches new heights

In May of 1995, HQ AFSVA Marketing designed an annual survey to evaluate customer satisfaction with the quality of service, facilities, equipment, value and overall activity for all Services programs.

The FY03 survey was administered at a total of 98 Air Force installations worldwide and targets Air Force active duty officers and enlisted, Department of Defense civilians and retirees.

After all data was collected, compiled and the dust settled, Portland stood out as receiving their highest ratings since 1996 in each category. But it doesn't end there. Portland was also recognized as the only installation in AFRC to increase their ratings in all areas since the survey began. Most notable was the increase in Customer Service and in Overall Activity Assessment between FY02 and FY03.

"We take our job seriously but enjoy and have fun doing it," said Gary Morris, Services Chief. "One program we expanded was our Ticket and Tour operations. Instead of sticking with the typical amusement park sales, we formed a partnership with the Portland Trail Blazer's, Oregon's premier NBA Basketball team. We were able to negotiate group rate prices but sell individually to the military. At times the Blazer organization would show their appreciation for the military by offering free tickets to their games. Our customers are extremely delighted to be recognized and remembered!"

"We also recognized that there was something missing to bring the community together. After identifying the need, our Outdoor Recreation and Fitness Center got together and established annual basketball, football and softball tournaments in which all branches of the military participate yearly."

"The largest improvement to our organization was finding a kitchen chef for the club who could put out good meals at reasonable prices. We wanted that person to be able to provide fast food meals during the day then turn around and cater to wedding parties at night. We were fortunate to find Mr. Thomas Hedlund who has a vast background in food service. Since Mr. Hedlund's arrival, the club has received several comments praising Tom's culinary expertise. For this reason, business has increased in both the lunch hour service and special function catering."

What's in the future? "Our management style is to constantly look for new and innovative ways to improve programs and facilities and make our customers aware that we are here for them. When we interact with them, we use their feedback to meet their needs."

"But the bottom line is, this is not a single individual accomplishment, but a group effort by management and staff of the 939th Services team." (Dean Herrea, 939 SVR, 638-4748)

(Editor's Note: The above story was originally published in the 4th quarter 2003 edition of "AFRC Services News")



The 939th Services Team provides outstanding support to the 939th Medical Squadron during the field exercises at Camp Rilea held 8 – 10 August.

photo by Maj. Karen Magnus

Family Appreciation Day 9:00 - 4:00 Sept. 6, 2003

Kid Care Photo IDs are back by request and will also include fingerprinting! Family Support will provide parents with free photographs of their children and a Kid care ID booklet.



See the infamous Commander's & Chief's Tricycle Race -- be amazed!

0845 - 1045
"My Life: A Balancing Act"
A Family Support Workshop

0900
Shuttle bus begins running

0900-1300
Static Displays
(On the flight line near building 310)

1030
Horse Shoes & Volleyball *

1100
Cruise-In (show off your wheels)
Quarterback Challenge
Frisbee Golf
Commander's & Chief's
Tricycle Race
Music

1130 - 1330
Food Service (BBQ, ice cream, beverages & more)

1100 - 1500
Bounce House & Clowns
(face painting & balloons)

1100 - 1500
Family Games & Activities
(event times will be posted)

1300
Long Ball Derby *

1345
Softball Game *

1530 - 1600
Sign-out

* Indicates prior arrangements/info needed --
All events/times subject to change



photo by Roger Edwards

Members of the wing's Top III organization - MSgt David Craig, SMSgt Bruce Fontaine and CMSgt Maurice Savoie relax early Sunday morning at the Gee Creek Rest Area on I-5 north of Vancouver. They are three of the 33 members of the 939th ARW who manned the Gee Creek refreshment area for 48-hours on July 26, 27 and 28, bringing in more than \$700 in donations from travelers who enjoyed the beverages and snacks the organization provided. The Top III man the Gee Creek Rest Area one weekend every-other year using the money donated to support various Top III projects.

Putting up a temper tent in the field (right and below) is a group task that requires the participation of many hands. Members of the 939th ARW and 142nd FW used Oregon's Camp Rilea Armed Forces Training Facility to hone their skills in this, land navigation, defensive fighting techniques, combat medical readiness and in chemical warfare response (bottom of page). It was a full weekend.



Med's wild Rilea weekend

**August
8-10
2003**



Members of the 939th ARW Medical Squadron (group picture at right), the Air National Guard's 142nd Medical Group, the 939th Civil Engineering Readiness Flight, the 939th Services Flight and the 939th Chaplain's staff conducted joint training at the Camp Rilea Armed Forces Training Facility on the Oregon coast over the August 8 weekend.



Members of the 939th Medical Squadron and the 142nd Medical Group had the opportunity to practice battlefield skills during their weekend at the Camp Rilea Armed Forces Training Facility. In the surrounding pictures they simulate casualty evacuation.



photos by
Major Karen Magnus

AF plans to wear test new utility uniform

by Tech. Sgt. David A. Jablonski
Air Force Print News

WASHINGTON – Air Force officials announced plans Aug. 6 for the wear test of a new utility uniform that could replace the current battle dress uniform.

The blue, gray and green tiger-stripe camouflage ensemble is a departure from the current woodland-pattern uniform and includes many new features that are intended to increase functionality and provide a distinctive look for airmen of the 21st century, officials said.

Three hundred uniforms will undergo wear testing from January to July at Andrews Air Force Base, Md.; Elmendorf AFB, Alaska; Hurlburt Field, Fla.; Langley AFB, Va.; Luke



U.S. Air Force Photo

AFB, Ariz.; McChord AFB, Wash.; Ramstein Air Base, Germany; Robins AFB, Ga.; Vandenberg AFB, Calif.; and Wright-Patterson AFB, Ohio. The test will generate feedback about fit, durability and functionality.

"Our intent is to create a uniform that will be distinctive, practical, easy to maintain, comfortable and, most important, a uniform you will be proud to wear," said Air Force Chief of Staff Gen. John P. Jumper.

"We have become a more expeditionary force, with less time at home to spend caring for the uniform," Jumper said. "In the last 20 years, material technology has improved greatly. As a result, we have designed one uniform that can satisfy our various climates and utility needs, while eliminating the need for professional ironing to provide a polished appearance."

Jumper said the distinctive Air Force uniform is designed to fit well, look sharp and require much less maintenance than the current uniform.

"We (also) need to ensure our airmen have a uniform that fulfills our unique air and space missions," he added.

Chief Master Sgt. of the Air Force Gerald R. Murray said great care is being taken to ensure the best possible uniform is created to meet future needs.

"I believe that one of the great strengths of our Air Force and its airmen is the ability to adapt to new missions, new technologies and an ever-changing world landscape," he said. "This new utility uniform is another example of

seeing a need for improvement and moving forward."

A key step in bringing any new uniform item into service is feedback from airmen in the field, Murray said.

"I believe it's a uniform fitting of the world's greatest expeditionary Air Force and one that we will be proud to wear," he said. "We want your feedback as well – not shoot-from-the-hip feedback, but feedback that comes from seeing the uniform in action and thinking about how it will meet your needs based on your work environment."

"It's important to remember that this is a wear test, and the decision about whether or not to adopt some, all or none of this uniform will be made after considering the results of the test and feedback about how it meets airmen's needs," Murray said.

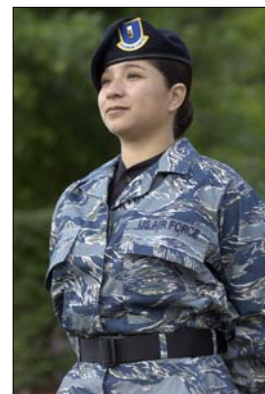
According to officials, the wash and wear uniform will be easier to maintain and will not require professional laundering or starching. Officials estimate that home laundering can save up to \$240 in laundry costs over the course of a year.

Unlike the current BDU, the new version comes in men's and women's cuts. The separate women's uniform reflects the growth in the number of women in the service. In the late 1980s women comprised less than 13 percent of the total force; today nearly one in five airmen are women.

Officials said other possible advantages to the uniform include:

- Using the same fabric identified by the Marines as the optimum material for wash and wear characteristics;
- A camouflage pattern that corresponds to the jobs airmen do in most situations that require a utility uniform,
- Recalling the "tiger stripe" camouflage pattern used during the Vietnam War, but with the distinctive Air Force logo embedded into a color scheme that preliminary testing indicates may provide better camouflage.
- Officials are also considering maintenance-free boots and alternative T-shirts.

The uniform patterns are being cut, with production to begin in November. Data collection and analysis, and any potential adjustments, will occur from August through October 2004. A final decision on the uniform is expected in December 2004. If approved, production could begin as soon as 2005, with a phase-in date to be determined.



U.S. Air Force Photo

Keeping skills honed

Practice is everything: Four members of the 304th Rescue Squadron, MSgt James Eddings, MSgt Wendell Witt, TSgt Todd Knoepfel and Lt Quintin Nelson, maintain currency on "Rigging Alternate Method Zodiac (RAMZ)" and in static line parachute jumping into water on 9 Aug.



photo by Maj. Karen Magnus

A class of Emergency 911 Operators in training visits the 304th Rescue Squadron to learn about the extensive training for saving lives that Air Force PJs must have.

From your safety office

Controlled flight into terrain

A CFIT accident happens when an airworthy aircraft is flown under the control of the crew into something hard...usually the ground. A CFIT accident can occur during any phase of flight but is most common in the approach and landing environment. In fact, two-thirds of CFIT accidents happen within 8 miles of the runway.

The following are some factors that can mitigate the risk of a CFIT accident:

PLANNING: Know and understand your routing and review the appropriate publications to determine the CFIT risks for your departure and destination.

ALTIMETERS: Ensure you have the most current altimeter setting. As a technique, during departure and arrivals cross check your barometric and pressure along with radar altimeters.

SAFE ALTITUDES: Ensure you know the lowest safe altitudes along your route of flight. A backup technique during descent is to use the "3 to 1" rule. For example, if

you are 10 miles from your destination field a good altitude to be at is around 3000 feet above ground level. If you find yourself cleared to or at a much lower altitude (especially at night or during instrument meteorological conditions) be aware.

READ BACK YOUR CLEARANCE: Always use standard phraseology and include your altitude, especially in international operations. This is not a guarantee, but is one more link in the safety chain.

AVOID COMPLACENCY: Familiarity can breed complacency. Don't assume this flight will go like the last one. Maintain a professional attitude toward each flight.

Of all the accident types, the CFIT accident should be the easiest to eliminate with a prepared crew. The KC-135R is a crew airplane where good crew coordination, good crew resource management and delegation of duties all reduce individual workloads and decrease the distractions that can lead to CFIT.

The JAG talks About online auctions

(In the last issue of "Fuel for Thought" you read about the rules of internet auctions and some of the problems people have encountered in participating in these auctions. In this issue the JAG takes a look at one more type of fraud, and at some "tips for buyers.")

Another type of fraud occurs when sellers or buyers pose as escrow services to improperly obtain money or goods.

The so-called seller puts goods up for sale on an Internet auction and insists that prospective buyers use a particular escrow service.

Once buyers provide the escrow service with their payment information, the escrow service doesn't hold the payment: The payment goes directly to the so-called seller. The buyer never receives the promised goods, can't locate the seller, and, because the escrow service was part of the scheme, can't get any money back.

In some cases, a fraudster poses as a buyer and, after placing the winning bid on an item, insists that the seller use a particular escrow service. The escrow service tricks the seller into sending the merchandise and doesn't send the payment or return the goods to the seller.

Tips for Buyers

Despite complaints of fraud, online auctions remain a fun, efficient and relatively safe way to do business - if you act prudently. Here's how:

Before Bidding

Become familiar with the auction site. Never assume that the rules of one auction site apply to another. If the site offers a step-by-step tutorial on the bidding process, do it. It may save you frustration and disappointment later.

Find out what protections the auction site offers buyers. Some sites provide free insurance or guarantees for items that are undelivered, not authentic or not what the seller claimed.

Know exactly what you're bidding on. Read the seller's description of the item or service, and if a photograph is posted, look at it. Read the fine print. Look for words like "refurbished," "close out," "discontinued," or "off-brand" - especially when shopping for computer or electronic equipment - to get a better idea of the condition of the item being auctioned.

Try to determine the relative value of an item before you

bid. Be skeptical if the price sounds too low to be realistic. "Brick-and-mortar" stores and price comparison sites may be good for reality checks.

Find out all you can about the seller. Avoid doing business with sellers you can't identify, especially those who try to lure you off the auction site with promises of a better deal. Be aware that some fraudulent sellers may use a forged email header that makes follow-up difficult, if

not impossible. Get the seller's telephone number so that you have another way to get in touch. Dial the number to confirm that it is correct. Some auction sites post feedback ratings of sellers based on comments by other buyers. Check them out. Although these comments and ratings may give you some idea of how you'll be treated, know that sometimes,

comments may be submitted by the seller or "shills" paid by the seller.

Consider whether the item comes with a warranty and whether follow-up service is available if you need it. Many sellers don't have the expertise or facilities to provide services for the goods they sell. If this is the case with your seller, be sure you're willing to forfeit that protection before placing a bid.

Find out who pays for shipping and delivery. Generally, sellers specify the cost of shipping and give buyers the option for express delivery at an additional cost. If you're uncertain about shipping costs, check with the seller before you bid.

Check on the seller's return policy. Can you return the item for a full refund if you're not satisfied with it? If you return it, are you required to pay shipping costs or a restocking fee?

Email or call the seller if you have any questions. Don't place any bids until you get straight - and satisfactory - answers.

(In the next issue: A few more tips for buyers and where to turn when an auction goes wrong.)



**POW-MIA
RECOGNITION
DAY**



SEPTEMBER 19, 2003

Navy man makes case for Air Force tankers

(Editor's Note: The following item appeared in the July 3 edition of "The Hill," an electronic newsletter covering congressional news. You can see "The Hill" at <http://www.hillnews.com/>.)

By Archie Clemins

The current debate on leasing a new fleet of strategic tankers for the U.S. Air Force obscures the larger, more important issue: just how vital these aircraft are to our national defense posture.

The strategy of forward engagement has served us well since the Second World War and enabled the early successes we have witnessed in what will be a long war on terrorism. But forward engagement is not possible without the flexibility, endurance and reach that Air Force strategic tankers provide.

I speak from experience. As the former commander of all U.S. Navy and Marine Corps war fighters in the Pacific theater, I've seen firsthand how the embarked air wings on our aircraft carriers rely on these tankers to take the fight to the enemy. Simply stated, there is no interservice rivalry when it comes to the need for these new tankers. Let me explain.

Our naval forces have always been in the forefront of America's ability to project power and defend its vital interests. This role is more important today than ever - because terror can strike from anywhere and a mobile, carrier-based strike force is essential in today's threat environment.

The ability to accurately target and strike nonstationary, "time-critical" targets is the major tactical advantage we have over all potential enemies - one that requires our fighters to be refueled so they can loiter in the combat area until targets are identified, located and approved. In Afghanistan, Air Force tankers have provided more than 80

percent of the "gas in the air" for our carrier fighter pilots, many of whom refueled more than six times during combat missions routinely lasting seven to 10 hours. This is exactly how a truly "joint" force must operate. While it required up to 10 naval strike aircraft to attack a single target in the Persian Gulf War, just 10 years later in Afghanistan a single Navy aircraft will routinely hit two targets in a single mission.

The cumulative effect is staggering - 200 sorties in a day during Operation Enduring Freedom hit roughly the same number of targets as 3,000 sorties during Operation Desert Storm. But this transformation of accuracy and lethality is moot without the reach and endurance provided by the Air Force tanking fleet.

Originally designed and fielded to support strategic nuclear bombers during the Cold War, tankers now enable aircraft based on carriers at sea to greatly extend their combat radius and strike targets previously well out of range. With worldwide strategic concerns and limited military assets, the force-multiplier effect of carrier tactical strike aircraft and strategic tankers provides our nation both improvements in capabilities and significant operational flexibility.

But the current fleet of Air Force tankers is old and over tasked. The 40-year-old KC-135s, in particular, are exceedingly expensive to operate and cannot support both Air Force and Navy-Marine Corps aircraft on the same mission.

In contrast, the new 767 tankers can refuel all service aircraft, including those of our allies, on the same mission. I cannot overemphasize that modernization and replacement of today's Eisenhower-era tankers is a true joint service requirement, significantly improving the reach and effectiveness of all U.S. military aircraft, including those flown by Navy and Marine Corps pilots.

Even if the Air Force were to replace 20 old KC-135 tankers per year, it will still take close to 30 years to completely modernize the fleet. Kick-starting this modernization effort with an affordable lease of 100 767 tankers will provide more tanking capability to the U.S. military, at less upfront cost to the taxpayer and many years sooner than waiting to begin a costly traditional acquisition program later this decade, or beyond.

The United States' ability to project power around the world is unrivaled, and maintaining this strategic advantage will be essential to the successful prosecution of the long war on terrorism that lies ahead. As a consequence, beginning to replace 40-year-old tankers with new and more capable 767 tankers is imperative today, not tomorrow. Leasing these new tankers is crucial to this imperative.

The author was commander in chief of the U.S. Pacific Fleet from 1996 to 1999



the back page

King 56 remembered

Memorial refurbished

By Roger Edwards

If the memorial to the crew of King 56 by the flag pole at the wing headquarters building looks better to you today than it did before, you can thank the efforts of just a few of your Reserve teammates.

"While standing a retreat during a unit training assembly, I noticed that the memorial area looked a little neglected," said MSgt Gregg Hill of the maintenance squadron. "I thought it was kind of sad and decided to do something about it." Hill, SMSgt Everett Guertin and SSgt Jamey Burwell (also of the maintenance squadron) got together for an after duty hours work session. "We got garden bark from Dave (CMSgt Dave Roberts) and went to work."

When they completed their self-assigned task, the memorial area had been weeded, picked-up and mulched. "Gregg came up with the idea of planting rose bushes," said Guertin, "a red bush for each victim of the King 56 crash, and a white one for the sole survivor." The idea was given to the 142nd Civil Engineering Squadron under the base beautification program. As the base host, the 142nd CE Squadron approved the idea, arranged for and planted the roses.

The roses planted at the King 56 Memorial were selected following recommendations from Lt Col Dana Difford, wing executive officer. The red roses are named



photo by Roger Edwards

Lt Col Dana Difford, wing executive officer, suggested the variety of roses to plant in the King 56 Memorial and, along with CMSgt Dave Roberts, wing performance planner, and a few others, has taken on responsibility for maintenance of the memorial area and the flowers.

"Veteran's Honor" and, according to Difford, ten-percent of net sales on these bushes is donated to a special veteran's health care fund. The white rose bush is named "White Lightning."

"The colors of the flowers and the name "Veteran's Honor" just seemed to make these the perfect choice," said Difford.

They are growing now, around the base of the monument dedicated to remembering the compatriots no longer with us, at the foot of the flag they – and we – serve.



photo by Maj Karen Magnus

Portland's first three ship formation of KC-135R aircraft taxi for the runway on Aug. 8. A large formation takes a well coordinated effort between maintenance and operations to generate three aircraft ready to fly at the same time. The Aug. 8 formation took off on time and, according to operations group commander Lt Col Kenneth Lewis, the effort enabled a great deal of much needed training to be accomplished. "You will see many more of these large cell formations in the next couple of months," he said.